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## Former Defendant to Testify In Bomber-Sale Case

Defense Attorneys Indicate They'll Stress  
That Others Were Involved or in Charge

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By RON MASELKA

A former defendant returns as a government witness in Federal Court today at the trial of three men charged with a conspiracy to export World War II bombers to Portugal.

The witness is Keat E. Griggers, 42, a Jamestown, Calif., aircraft mechanic. Charges against him were dropped by the U. S. attorney's office before the trial began Tuesday.

In the absence of the jury Wednesday afternoon, Mr. Griggers told Judge John O. Henderson that he was willing to testify. His attorney, Joseph M. Ralabate, had advised Mr. Griggers of his right to invoke the Fifth Amendment, and refuse to testify.

### Two Women on Jury

The three defendants are: John R. Hawke, 28, a former RAF pilot residing in Ft. Lauderdale, Fla.; Woodrow W. Roderick, 47, a businessman from Winnipeg, Man.; and Henri Marie Francois de Montmarin, 58, a Paris, France, businessman.

Different defense tactics were posed during opening statements to the jury of 10 men and two women Wednesday.

Hawke's attorney, Edwin Marger of Miami, said the B-26 ferrying project had "the full approval of the Central Intelligence Agency and the State Department."

He said the evidence would show that Hawke "thought he was working for the government of the U. S."

### One Not Apprehended

On another tack, Edward Brodsky, New York City lawyer for de Montmarin, pointed to a missing defendant, Gregory R. Board, when he said: "Mr. de Montmarin knew nothing about the scheme Board had developed."

Board, 45, a native Australian, has not been apprehended.

The alleged illegality is that seven B-26 bombers and related armaments were flown to Portugal without a license or written approval of the State Department.

Mr. Brodsky said de Montmarin arranged to purchase 20 bombers from Board for a Swiss corporation in 1965.

"The proof will show," Mr. Brodsky added, "that it is always the job of the seller in this business to get the export license."

### Board Is Quoted

"It's never the job of a buyer who comes here from a foreign country."

He said de Montmarin did not know Board had not received an export license.

Mr. Brodsky said Board at one time told Hawke, who allegedly plotted seven planes from Tucson to Rochester, to Canada and across the Atlantic, not to worry about the absence of a license.

"This is some kind of clandestine, secret operation of the U.S.," Board allegedly told Hawke, Mr. Brodsky added.

Mr. Marger said the government allowed Board to escape, knows of his whereabouts and has made no effort to bring him back for trial.

He said the planes were moved openly and at one point Hawke flew one in the restricted airspace over the White House.

At all times, Mr. Marger continued, the government knew about the project and wanted the planes flown to Portugal and then for use in Mozambique and Angola.

"Throughout this case," he said, "spooks of the CIA will appear. Will there be a CIA agent on the stand?"

Without saying there would be, Mr. Marger said: "We hope there will."

### Originated in Arizona

He said Hawke talked with FBI and Customs agents and "other men in little black suits . . . who facilitated his way along to Europe. . . ."

"If there's a conspirator in this case, it's the U. S. Government."

Paul Ivan Birzon, defense attorney for Roderick, reserved his opening statement until after the government's case.

U. S. Atty. John T. Curtin in his opening remarks said the evidence will show the defendants did not have a license to export the planes.

He said all the planes originated in Tucson, Ariz., were sought by de Montmarin through Board, and that Hawke was the pilot.

### 20 Bombers Involved

Mr. Curtin said the evidence would show that Roderick executed the contract for purchasing the planes for shipment to Canada but would be paid "a certain amount of money" when they were exported out of Canada.

Earlier testimony of U. S. Customs Agent Charles E. Cameron of Nogales, Ariz., at a pre-trial hearing indicated that Roderick allegedly was a middleman between a Tucson aircraft company and the Swiss corporation.

In August 1965, Mr. Cameron said Gordon B. Hamilton, head of a Tucson aircraft corporation, said he was "fixing up" 20 bombers under a contract with Gregory Board.

Board was the president of another aircraft company, Aero Associates Inc.

### Met Last September

The indictment alleges Roderick executed the contract for purchasing 20 bombers from Aero Associates.

"Mr. Hamilton said that as far as he knew the aircraft were supposedly going to Canada to an agent, a W. W. Roderick, an agent for Lubner, S. A., in Geneva, Switzerland," Mr. Cameron said.

Meeting Roderick through Mr. Hamilton in September 1965, Mr. Cameron continued:

"Mr. Roderick said he was hired by Board in a telephone conversation to be an agent for Lubner, S. A. and for Board . . . he stated that Mr. Board said he would get \$1000 for each aircraft he received and sent off."

Judge Henderson withheld a final ruling on motions made on behalf of de Montmarin that the government did not have probable cause to arrest him and illegally seized some documents.